RAILROAD PLANS.

New Lines Which Propose to Enter the District.

THE QUESTION OF ROUTES.

Provisions of the Bills Now Pending Before Congress-Several Projected Roads and the Lines on Which They Will Enter the City.

This has been a year of great activity for steam railcoads, either proposed or in operation, around Washington. The activity has not been exercised so much in the grosser work of digging embankments and laying tracks, but in the more diplomatic labor of inducing Congress to see the beauties of the various schemes. No steam railroad bills have passed either House or Senate so far this s ession, but the work has nevertheless gone steadily on, and it can at least be said that one railroad bill has succeeded in taking up nearly every District day during the cutire session.

There are any number of bills which have been introduced this session having a greater or less bearing on some proposed new road entering the District or som v proposed change in some existing road. There are, not counting the duplications, sixteen separate railroad propositions before Congress on railroad maters. Several of these bills have relation to the Pennsylvania railroad and severa! to the general railroad situation in the city.

The first bill to be considered, and the one which the House has been engaged in considering nearly all the session, is a railroad proposition in every sense of the word. It is the well-known Atkinson bill, legalizing the present unlawful occupation of streets and avenues by the Pennsylvania railroad and granting large powers of condemna-tion to the road. This bill was drawn up by a railroad, is for the penefit and the sole benefit of a railroad and is being pushed by every trick known to a rich and exceptionally tricky lobby by railroad agents. It can therefore claimed as a railroad measure pure and simple. This bill was rushed through the House District committee and a favorable report authorized at a time when only a bare quorum of the committee were present, when the chairman of the committee was absent, and when of the seven members present only four voted for a favorable report. The bill has since been debated many hours in the House, was once recommitted to the committee with instructions, which action was subsequently reconsidered and now stands almost as first reported, open to amendments in the commit-

THE BURTON BILL.

A different proposition on the same subject is the bill following the ideas expressed in the report adopted by the board of trade and introduced in the House by Mr. Burton. This bill provides that after January 1, 1894, the tracks of the Baltimore and Potomac Railroad Company shall enter the city from the north and east, along the northern shore of the Eastern branch of the Potomac river, at a point between L and M streets south and shall proceed thence westwardly with a double track on and under K street south, Canal street and Virginia avenue to a passenger station south of the intersection of Virginia and Maryland avemaes, and thence from said station westwardly along and over Maryland avenue to the Long bridge across the Potomac river.

This proposition, it will be seen, moves the rathroad off of the mall, puts the passenger station at the original site proposed, at the in-tersection of Virginia and Maryland avenues. still provides for the Long Bridge connection. The bill also provides for the tracks being inclosed with iron fences on stone parapets, for guard gates and for bridges at 4)4, 6th, 7th, 9th, 10th, 11th and 12th streets, and also that after passing Delaware avenue in their course westward the tracks shall be depressed below the adjacent surface grades. The width of roadway to be occupied by the tracks on er in any street, avenue or public space is not to exceed 50 feet. The passenger station at Maryland and Virginia avenues is to be built upon squares 464. 434, 410 and 386 or any part thereof. The land to be secured by purchase or condemnation. The freight depots and yards to be located south of the tracks and east of 3d street west in squares abutting upon the line of the road. Such reasonable sum as shall be agreed upon between the company and the Commissioners is provided to be paid for the present depot building and bridge. Damages to any owner of real estate, no part of which is taken, injuriously affected are pro-

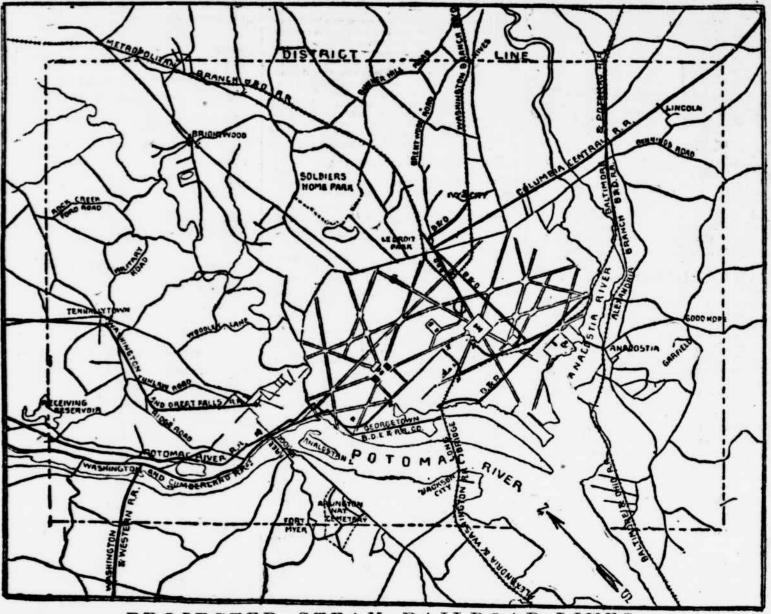
Another proposition on the same subject is contained in a bill introduced in the House by Mr. Lee of Virginia, and embodying the views of a number of citizens of South Washington. This is the plan providing for elevated tracks instead of underground. The bill provides that after January 1, 1894, the tracks of the Baltimore and Potomac Railroad Company shall enter the city from the north and east along the northern shore of the eastern branch of the Potomac river, at a point between L and M streets south, and shall pro-ceed thence westwardly with a double track on and under K street south to 2d street east, thence northwestwardly to a line intermediate between I and K streets south in square 739, thence on elevated tracks westwardly between I and K streets to the Potomac river, thence by elevated tracks northwestwardly from a point in square 439 by a curved line to square south 415 along the river front distance not exceeding 75 feet north from Water street, thence to the present site of the Virginia and Midland railroad; provided that the road shall be so constructed as not to interfere with the use of the intersecting streets, connection to be made from the line on the river front to a bridge to be built for railroad uses, the location of such bridge to be determined by the Secretary of War, the bridge to be supplied with proper draws, and constructed in such manner as to interfere as little as possible with the free navigation of the river, the plans for said bridge to be approved by the Secretary of War. A branch of the railroad to leave the proposed line at grade from a point in square 739 and run northwestwardly south of reservation 17 and Virginia avenue and cross said avenue at its junction with 1st street west; thence into square 582, and thence running north to a passenger station fronting on B street south between 1st and 2d streets west. on the north side of square 573, branches of said line to be con-structed from points north of Virginia avenue and by curved lines to run into squares 579 and 681, freight depots to be constructed there and to front 3d street on the west side of said squares, a branch of said road to leave the line at the junction of 1st street west and Virginia avenue and run south to Delaware avenue, and thence along said avenue to connect by a curved line with the proposed line running between I and K streets to the river.

The bul provides for guard gates and, as has been said, a passenger station on squares 378 and The freight arrangements to be south of Virginia avenue to K street east of Delaware avenue and west of South Capitol street. Condemnation is provided for and also payment to the company for their station and bridge. Also damages are to be paid as in the Burton bill.

Besides these three propositions having ref-erence solely to the Pennsylvania railroad there have been two propositions introduced in the Senate, containing plans for a settlement of the entire railroad situation. Both bills bring the Baltimore and Ohio road around the city to a position close to the present Pennsylvania depot. One provides for a union depot. Both these propositions contemplate a tunnel under Capitol Hill for the Baltimore and Ohio tracks.

THE INGALLS BILL.

The first of these bills was introduced by Mr. Ingails and provides that after January 1, 1893, the tracks of the Baltimere and Ohio railroad shall enter the city from the north at the northern line of Boundary street, at or near and 2d street cast, last street east with Massachusets serious of the control of its intersection with 3d street, and proceed



PROJECTED STEAM RAILROAD LINES.

also to have authority to use Maryland and Virginia avenues for a connection to the Long Bridge and the use of the bridge.

In regard to the Baltimore and Potomac the bill provides that the tracks of the Baltimore and Potomac railroad shall enter the said site. from the north and east, along the northern shore of the Eastern branch of the Potomac river, at a point between L and M streets south, and shall proceed thence westwardly. south, and shall proceed thence westwardly, with a double track, on and under K atrect south, Canal street, and Virginia avenue, to a point at or near Half street east and Canal street; and thence on Canal street and Virginia avenue alongside and parailel with the route hereinbefore prescribed for the Baltimore and Ohio railroad from the point of approximation of the two routes as point of approximation of the two routes, as aforesaid, to 6th street west and Virginia avenue, and thence along 6th street west to their present passenger station at 6th street west and Is street north. The right to occupy a strip of land 100 feet in width through the government reservation on the west side of 6th street west from B street north, for 1,050 feet in width from that point through said reservation to B street south, is granted to the Baltimore and Potomac Railroad Company. The right to lay a double track from 6th street west and Maryland avenue and 6th street west and Virginia avenue westwardly along and over Maryland and Virginia avenues to the Long bridge is also granted to the Baltimore and Potomac Com-

The Metropolitan Branch and the main line of the Baltimore and Ohio are to be joined somewhere outside of the city limits and the road is to be allowed to acquire land for freight purposes. The bill provides that the entire brings the road through the city on different streets, in some places that are now used, and still provides for the Long Bridge connection.

The bill provides that the entire route of each of the roads within the city line of F street southwest extended, east to the Secretary of War shall designate; and also be tween 6th and 7th streets from the intersection of 26th street northwest extended. be inclosed by an iron fence on a stone parapet with an opening at each street crossing. Guard gates are provided for and at such points as may be prescribed by the Commissioners; bridges are to be built. The bill also contains a provision that neither road shall use any portion of the gov-ernment reservations before granted, except for passenger and express traffic, and that after January 1, 1893, it shall be unlawful for the companies to allow cars to stand on any city streets, except 6th street west, either loaded or empty, for any purpose whatever. It is also provided that the government reservations occupied by the companies, together with the improvements which may be put thereon, shall be subject to taxation by the District of Columbia the same as other property, the taxes so collected to be used exclusively for the support of the public schools. Condemnation for freight purposes is provided for and the companies are to build 10-foot-high stone walls along the mall where their tracks run and extend the bridge over the additional strip taken.

THE MORRILL BILL, The other combination railroad plan is the bill introduced by Mr. Morrill, and provides for a union station at the intersection of Virginia and Maryland avenues, and the removal of the present Baltimore and Potomac tracks and station on the mall. The bill brings the Baltimore and Ohio tracks across the city by means of a tunnel under 3d street, in precisely the same manner as in the Ingalis bill, but instead of carrying the line up 6th street, stopping it at Virginia and Maryland avenues. As in the former bill a connection for both roads by way of Maryland avenue to the Long Bridge is provided for. The Baltimore and Potomac tracks are to come in as in the former case, with the exception of ending at Virginia and Maryland avenues. The tracks of Metropolitan Branch and of the main line of the Baltimore and Ohio are to be joined outside the city limits, as in the former case, and the same provisions are made in the way of guard gates, fences, bridges, &c. Condemnation is provided for. The Baltimore and Potomac road is to be paid for its depot and bridge and provision is made for the payment

of damages to persons whose real estate may be injuriously affected. THE BALTIMORE AND OHIO. Besides these bills having reference to the Pennsylvania road and a combination of the two there are two bills before Congress applying solely to the Baltimore and Ohio road.

The first of these bills was introduced by otherwise, each way daily over said tracks and fron bridge as may be deemed requisite by said in the neighborhood of the present station. The bill provides that after January 1, 1894, the tracks of the Baltimore and Ohio railroad shall enter the city from the north at the northern line of Boundary street at or near its intersection with Delaware avenue, and proceed thence as follows: Southwardly and along and on Delaware avenue with four tracks at grade or by means of an open cut to a point at or near the intersection of D street north and Delaware avenue; thence by a curve to the right, crossing North Capitol street between C and D streets north; thence westwardly and northwardly, crossing D street north and E street north between New Jersey avenue and North Capitol street; thence eastwardly, crossing North Capitol street; thence eastwardly, crossing North Capitol street between E and F streets north to a point in Delaware to the right, crossing bridge to be so constructed as not to interfere with the travel on the present bridge; all trains to be hidden from the view of the driveway of the said present bridge and approaches. The superstructure and driveway of the present bridge to be protected from danger by fire by concealing the tracks, engines and cars of said north to a noint in Delaware avenue at or near F street north, with the right to occupy with the tracks of said company D street north between New Jersey avenue and Delaware avenue, and North Capitol street be-

North Capitol street from the north line of C street to the south line of Massachusetts avenue. D street north between the east line of otherwise. Delaware avenue and the east line of New Jersey avenue, E street north between the east line of Delaware avenue and the east line of New Jersey avenue. F street north between Delaware avenue and Massachusetts avenue. The company shall construct bridges over the tracks along the following streets: Massachusetts avenue, H street north and Boundary street; and shall construct approaches to the bridges over said streets so as to connect them with the following streets: E street north with Massachusetts avenue between 1st street east asks leave to extend its line from the terminus of and 2d street east, 1st street east with Massachusetts avenue between D and E streets north, and crossing the river by a suitable bridge to

and H street. Iron fences, &c., are also pro-vided for. The Metropolitan branch and the main line are to be joined at some point north of Eckington, the main line coming over from near Ivy City. Condemnation for passenger and freight stations and yards is provided for. THE TERMINAL COMPANY.

Another scheme for all the city railroads is worked out in a bill before Congress, which charters a company to be known as the Terminal Company of the District of Columbia. This company by the bill is authorized to lay out, construct, maintain and solely to operate all terminal facilities for steam railway business within the District of Columbia, and is given sole and exclusive rights within the cities of Georgetown and Washington to lay tracks for steam railroads, build depots and other houses, and to construct all necessary appurtenances for said railway business. The tracks are to be considered as a public highway, and may be freely used for the passage of cars and motive power of any individual or corporation

upon making just compensation for such use.

The bill also provides that within the limits of the city of Washington said track shall be tended, west to the Potomac river and east to tween the east line of 41% street and the west | west. line of 9th street southwest, and north of the south line of Maryland avenue southwest, and also temporarily on such other land east of the line of 20th street east as it will be necessary to use to construct a double track bethe land aforesaid and the western end of the Eastern branch railroad bridge. Immediately upon the passage of the act said corporation shall at once construct on the west side of 9th street west, between the boundaries hereinbefore provided, a union passenger depot depot large enough to accommodate the in the city of Washington, and upon plans to and 7th streets east and to run under the grade that every cross street shall cross the tracks by means of a bridge or stone arch, excepting South Carolins avenue, Virginia avenue and 1st, 2d, 3d, 10th, 12th, 13th, 13¼ and 14th streets. Condemnation proceedings are pro-

vided for. TO USE THE FREE BRIDGE. Another company proposition is the bill charering the Georgetown and Union Bridge and Railway Company and granting the company the power to build and maintain an iron bridge on the piers of the present free bridge or aque-duct bridge from M street northwest to the District line on the Virginia side of the Potomac river. Said bridge to be constructed under the roadway or driveway of the present bridge, and to rest upon the old aqueduct piers on the inside of the present superstructure; said superstructure not to be damaged in any way nor made to sustain any additional weight by reason of the proposed bridge; said iron bridge to be made sufficiently strong to carry loaded trains of freight and passenger cars. And the company is autorized to lay tracks of the regular or standard guage for steam railway purposes, and to use and utilize said tracks by run-

The bridge authorized shall be built and constructed so as not to be nearer the water of the river than the top of the piers of the Aqueduct or Free bridge, which is entirely above high water mark. Said company shall also have the right to tunnel through the retaining walls and the approaches of the present bridge, supporting said tunnel with a masonry arch. The bridge to be so constructed as not to interfere concealing the tracks, engines and cars of said company from the view of passengers or teams crossing the driveway of the present bridge. And it shall be lawful for said company to ac-Delaware avenue, and North Capitol street between C street north and Massachusetts avenue. And for the purpose of permitting the construction of the railroad in such manner the Commissioners are directed to close the commissioners are directed to close the struct an approach from Water street, where the street now passes under the present bridge, to the northwest end of said iron bridge and the law and use tracks thereon, with power to prove the street now passes under the present bridge. quire, by condemnation or purchase, land ne-

WASHINGTON AND WESTERN. There are also a number of independent propositions for new roads wishing to enter the District. One of this character is the Wash-District. One of this character is the Washington and Western, which wishes to come in over the river and through Georgetown. In fact the exceedingly apparent want of railroad facilities in Georgetown has caused a number of roads to bring out plans to supply the deficiency. The Washington and Western the main line on the Virginia side of the river, and crossing the river by a suitable bridge to the east side and then following the line

operate a railroad for through traffic along the southern embankment of the reclaimed grounds, connecting by a curve west of and near to the Long Bridge with the tracks of the Pennsylvania Railroad Company at a grade at the north end of said Long Bridge. Guard gates and condemnation proceedings are provided for. This bill, it will be seen, provides for a depot at 17th and B streets, just southwest of the White Lot.

Chesapeake and Ohio canal also has the same follow the line of the canal from the District line cross Rock ceek, as with the Washington and Western, and terminate as before at 17th and B streets northwest. This bill has advanced at least one step, it has been favorably re-ported from the Senate District committee. The road also has been chartered by the Maryland legislature.

THE BARGE ELEVATOR AND BAILWAY COMPANY. line from the intersection of 30th street north-west and Virginia avenue through and along of the city of Washington said track shall be said avenue and across Rock creek to 26th aid and said depots, houses and appurtenances street northwest; thence along 26th street shall be constructed upon land lying within the northwest to the Potomac river; thence through following limits: South of the south line of D the reclaimed lands along the Potomac river street, south and east of 9th street east ex- front to 14th street southwest, by such route through said reclaimed lands as the Commiseast, north of the first-mentioned line, except- and upper Water street, through and along ing therefrom such portions of the Congress- upper Water street and reservation numbers sional Cemetery as are within these limits and 4, to B street northwest, and through and such portions of the aforesaid land as lie be- along B street northwest to 17th street north-

THE POTOMAC RIVER LINE. street, and with the right to use the line of South street between 31st and 32d streets.

The bill provides that the road shall cross 28th, 29th, 30th, Jefferson, 31st, 32d, 34th, 35th, Potomac and M streets in Georgetown by overprovided for. This is another bill which has at least made some advance toward its passage. It has been reported favorably from the House District committee.

THE CHESAPEARE AND OHIO. Another road which considers it to be to its advantage to get a foothold in this city is the Chesapeake and Ohio road. A bill has been introduced providing that the Chesapeake and Ohio or the Baltimore and Piedmont Railway Company shall be allowed to acquire, by con demnation or otherwise, and use property for railway purposes in the District and to extend their line of road across the Potomac river by such route as may be deemed most expedient above the Long Bridge or to arrange with any railroad with which they or either of them may connect at the south end of the Long Bridge for the running over such railroad of their engines or trains of cars upon such terms as may be mutually agreed upon. The bill also gives the roads power to acquire land for their busi-ness in any squares abutting on their lines or on the line of the road with which they connect and to extend tracks into such ground. Condemnation is provided for. This last pro-vision is rather a remarkable one as if the road came in over the Pennsylvania tracks it would have power to condemn any squares of ground it wished along the entire course of the Baltimore and Potomac road up to the present sta-

THE METROPOLITAN SOUTHERN. The Metropolitan Southern railroad wishes to get a right of way through the United States grounds forming a part of the grounds of the receiving reservoir in Montgomery county. This road will connect with one of the proposed roads starting at this point, as probably the Potomac River Railroad. The bill grants 60 feet at grade and such additional width as may be required for slopes. Damages are to be paid by the road. The bill has been favorably reported by the Senate District committee.

The House District committee has made a favorable report on the bill chartering the Columbia Central Railroad Company, which

THE WASHINGTON AND CUMBERLAND. The proposed Washington and Cumberland railroad along the line of the abandoned point in view for a station. This road asks to

Then there is still another road with a yearning to use just about the same route through Washington. This is the proposed extension of the Georgetown Barge, Dock, Elevator and Railway Company, which wishes to extend its

The Potomac River Railroad Company is also making a bid for a Georgetown connection. This road, however, only asks to come as far were quartered at the Astor House. This afas Rock creek. The bill names the route as steam, with the appurtenances, namely: Be-ginning at a point on the west line of the District of Columbia, about 1,200 feet north of the Potomac river and about 2,100 feet west of the the Potomac river by the most eligible route. senger traffic of all the railroads centering | not to destroy any public highway, as shall be in the city of Washington, and upon plans to determined by the company and with approval day the second game of the series will be played be approved by the Commissioners of the Dis- of Commissioners of District of Columbia, in this city, and the winner of the series will trict of Columbia; a tunnel or tunnels under E to a point on Rock creek near the street southwest, between the east line of 4½ crossing of M street within the city of George-street and the west line of 9th street west; a louble track within the aforesaid boundaries That in the construction of the road the line from the said union depot to the Long bridge; shall cross M street at or near the intersection of 36th street, and run thence on a line south of M street and north of the Cheaspeake hereinbefore prescribed, to the said union and Ohio canal to a point at or near Podepot, said tracks to be midway between 6th tomac street; thence crossing the said canal and continuing south of the same until of all streets crossed east of New Jersey avenue. | 29th street is crossed, with the right to connect Within five years the corporation is to see with the railroad now constructed on Water

THE COLUMBIA CENTRAL.

erly in said District to the east bank of the Anacostia river at a point near Bennings Bridge along such route as may be approved by the Commissioners of the District, thence crossing said river and running thence in as nearly a direct line as may be over a bridge to be constructed by said company on such plans and specifications as may be approved by said Commissioners, passing along such route as may be approved by the Commissioners north of the grounds of the Columbian Institution for the Deaf and Dumb. to missioners north of the grounds of the Columbian Institution for the Deaf and Dumb, to Eckington, at a point at or near the intersection of New York avenue and Florida avenue, as may be approved by the said Commissioners. Said road to be operated with steam, with the privilege of changing the motive power to any other than horse power, subject to the approval of the Commissioners: Provided, That whenever said railroad shall cross the tracks of existing railroads it shall be done by and over existing railroads it shall be done by and over overhead crossings constructed in such manner as the Commissioners shall approve. WASHINGTON AND GREAT FALLS. A road which wishes to run in an opposite direction from the former and open up still

another part of the country is the Washington and Great Falls Narrow Gauge Railroad Com-pany, which asks to be allowed to run a rail-road and telegraph line, beginning at a point in West Washington, in the District of Colum-bia, at or near the intersection of 35th and T streets, and extending first in a northwestern direction, then in a northern direction to Ten-leytown, and then in a northwestern course from Tenleytown to the northwestern boundary ine of the District of Columbia, at or near the intersection of the said northwestern boundary line and the river road, as may hereafter be surveyed and agreed upon by and between the parties named, or their successors, and the Commissioners of the District of Columbia. Condemnation is provided for. WASHINGTON AND SANDY SPRINGS.

Another bill relating to railroads is one amending the charter of the Washington and Sandy Springs Narrow Gauge Railroad Company by striking out the words "narrow gauge" wherever they appear in the act and allowing the road to connect with either the Baltimore and Potomac or the Baltimore and Ohio.

THE ROCKVILLE RACES.

Contests Yesterday-Close of Montgom ery County's Most Successful Fair. Correspondence of THE EVENING STAR.

ROCKVILLE, Sept. 5. The trials of speed at the fair this afternoon attracted a large crowd and were watched with much interest, the county trotting race, as Freckles, TAN, SUNBURN usual, creating some excitement. The first race was for the 2.50 class, mile heats, best three in five, purse \$120, and resulted as fol-Bunch of Roses (Kengla)...... 1 1 2

Helen Davis (J. H. Morrow)...... 2 2 3 Fannie A. (R. Ashton)..... 3 8 2 Time, 2.441/4, 2.401/4, 2.421/4. The second event was a running race, free for all trotters of a mile and repeat; purse \$100:

Trowsers (J. Slack)..... 1 1 Lorriss (M. McDermott)...... 2 2 Karoline (J. Noad)..... Dis. Time, 1.04, 1.04%. Third—the county trotting race; mile heats

purse \$100: Harry Bashaw (H. H. Griffith)..... 1 1 2 1

Austenette (T. O. White)...... 3

Time, 32½, 32½.

These contests closed one of the most successful exhibitions ever given by the agricultural society of this county. THE AMATEUR CHAMPIONSHIP.

Our Columbia Club Nine to Play the Jer-

sey Team at Bergen Point Today. The base ball players of the Columbia Club, under the charge of Manager Simms, left the city last evening for New York, where they ternoon they will play the New Jersey Athletic Club team at Bergen Point for the eastern championship of the Amateur Athletic Union. Several members of the club went over with Chain Bridge; thence eastwardly parallel with the team. Keyworth, the best pitcher, is ill and was unable to go, so that either Burke or Welch will occupy the box today. Next Saturplay the Detroit team for the general cham-

pionship of the union. Another Site Proposed.

To the Editor of THE EVENING STAR: Your suggestion in today's issue that the Lafayette monument be placed in Iowa circle will, no doubt, be considered before the question is finally disposed of, and with the view that no ough tonic for the skin, removing blemishes entirely eligible site may be overlooked attention is in- from the skin. vited to that very beautiful and most centrally located park at the intersection of New York and Massachusett avenues and K street, known as Mount Vernon Square. There does not appear to be any good reason for changing the names head structures with a clearance of fourteen of any of our parks, and as that in which the feet above the street grade. Condemnation is foundation for the monument has been built has by many long been known as "Jackson Square," there can be no great harm in permitting it to so remain, while adopting the Mount Vernon Square in Washington as the abiding place for the monument to Lafayette, as Mount Vernon on the Potomore is the abiding as Mount Vernon on the Potomac is the abiding ace of the dust of his dearest friend. September 5.

Among the Ball Players. Yesterday's ball games resulted as follows: National League: New York, 9; Brooklyn, 1. Chicago, 12; Cincinnati, 8. Pittsburg and

Cleveland no game; rain. Players' League: Philadelphia, 5; Boston, 4. Brooklyn, 14; New York, 4. Buffalo, 13; Cleveland, 5. Chicago and Pittsburg no game; rain. American Association: Syracuse, 12; St.

Atlantic Association: New Haven, 2; Newark, (thirteen innings). Sales of Meridian Hill Property.

Wednesday afternoon a large tract of land belonging to a number of different owners. but embraced in a square 400 feet each way, at 16th street and Florida avenue (Boundary) northwest, was offered at auction. Bids ran up to \$1.80% per foot and the agent for the owners withdrew it, as it was understood that they had an offer of \$2.05 per foot. Some lots on 16th street extended, north of the standpipe, were sold lately at 83 cents per foot. Several fine lots at the corner of Crescent and 16th streets extended, just back of ex-Senator Henderson's residence, were sold at \$1.06 and it is understood that they will be utilized for

building purposes very soon.

The Columbia Real Estate Investment Company own a block of ground to the west of the last named, and have decided to put their holding on the market at once.

Annual Session, Sons of Jonadab. The eighteenth unnual session of the Sons of Jonadab will assemble at Harpers' Ferry, W. Va., next Tuesday. A large delegation of members of the order will leave here on Tuesday Columbia Central Railroad Company, which morning and it is expected that represents line will be an extension into the city of the tives will be present from Maryland, Virginia Drum Point road and will afford a new route to | West Virginia and the District of Columbia.



Baltimore. On the subject of the route the bill Entering the District of Columbia at the southeast corner thereof and running thence westerly in said District to the east bank of the BR L C C Es

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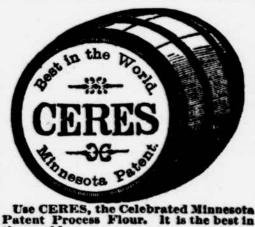
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imitators to spring up all over. MME, RUPPERT'S FACE BLEACH is not a cos metic, as it does not show on the face, but is a thor

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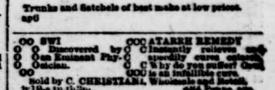
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